

M. F. TAYLOR,
Stevedore.
Lighters and Steam Launches
Supplied.
ILOILO, PHILIPPINE ISLANDS.

The Lióngkong Telegraph

報新 ESTABLISHED 1881. 電港

NEW SERIES No. 3078. 日九月五八年十二號

FRIDAY, JULY 4, 1902.

五界

英連四月七日

THIRTY DOLLARS
PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED
ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID UP 18,000,000
CAPITAL UNCALLED 6,000,000
RESERVE FUND 8,710,070

Head Office—YOKOHAMA.

Branches and Agencies,
TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTSIN. NEWCHWANG.
PEKING.

London Bankers:
THE LONDON JOINT STOCK BANK, LTD.
PARR'S BANK, LTD.
THE UNION BANK OF LONDON, LTD.
HONGKONG BRANCH.—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

6 " 4 "
3 " 3 "
TARO HODSUMI,
Manager.

Hongkong, 27th March, 1902. [10]

HONGKONG AND SHANGHAI
BANKING CORPORATION.
PAID-UP CAPITAL \$10,000,000
RESERVE FUND
Sterling Reserve \$10,000,000 } \$14,250,000
Silver Reserve 4,250,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
Hon. R. SHEWAN, Chairman.
A. HAUPT, Esq., Deputy Chairman.
Hon. C. W. Dickson, Esq.
E. Goetz, Esq.
G. H. Medhurst, Esq.
D. M. Moses, Esq.
A. J. Raymond, Esq.

CHIEF MANAGER :
Hongkong—J. R. M. SMITH.
MANAGER :
Shanghai—H. M. BEVIS.

London Bankers—LONDON AND COUNTY
BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 14th June, 1902. [13]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3½ PER
CENT. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [14]

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital \$1,000,000
Paid up Capital 324,374

HEAD OFFICE—HONGKONG.
Board of Directors:—

Chan Kit Shan, Esq. | C. Ewens, Esq.
Chow Tung Shang, Esq. | Julius Focke, Esq.
Chief Manager,

GEO. W. F. PLAYFAIR.

Interest for 12 months, Fixed 5 %

Hongkong, 3rd May, 1902. [15]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Taels 5,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Berlin

Calcutta

Hankow (Kiautschou)

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION BANK OF LONDON, LTD.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account

DEPOSITS received on terms which may be

learned on application. Every description of

Banking and Exchange business transacted.

H. SCHOTTLAENDER,

Manager.

Hongkong, 15th April, 1902. [16]

Interest for 12 months, Fixed 5 %

Hongkong, 3rd May, 1902. [15]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP \$100,000,000

RESERVE LIABILITY OF SHARE-

HOLDERS \$100,000,000

RESERVE FUND \$650,000

INTEREST ALLOWED ON CURRENT

ACCOUNT AT THE RATE OF 2 PER CENT. PER

ANNUM ON THE DAILY BALANCES.

ON FIXED DEPOSITS FOR 12 MONTHS ... 4 PER CENT.

6 " 3½ "

6 " 3½ "

6 " 3½ "

T. P. COCHRANE,

Acting Manager.

Hongkong, 2nd June, 1902. [17]

Interest for 12 months, Fixed 5 %

Hongkong, 3rd May, 1902. [15]

THE NORDDEUTSCHER LLOYD.

CHRS. J. GAUPP & CO.,

CHRONOMETER, WATCH, and CLOCK

MAKERS, JEWELLERS, SILVER

SMITHS, and OPTICIANS.

NAUTICAL INSTRUMENTS,

Sole Agents for Louis Audemars' Watches

awarded the highest Prizes at every Exhibition

and for Voigtlander and Sohn's

CELEBRATED OPERA GLASSES,

MARINE GLASSES and SPYGLASSES

No. 44 & 46, Queen's Road Central. [18]

Hongkong, 15th April, 1902. [16]

Interest for 12 months, Fixed 5 %

Hongkong, 3rd May, 1902. [15]

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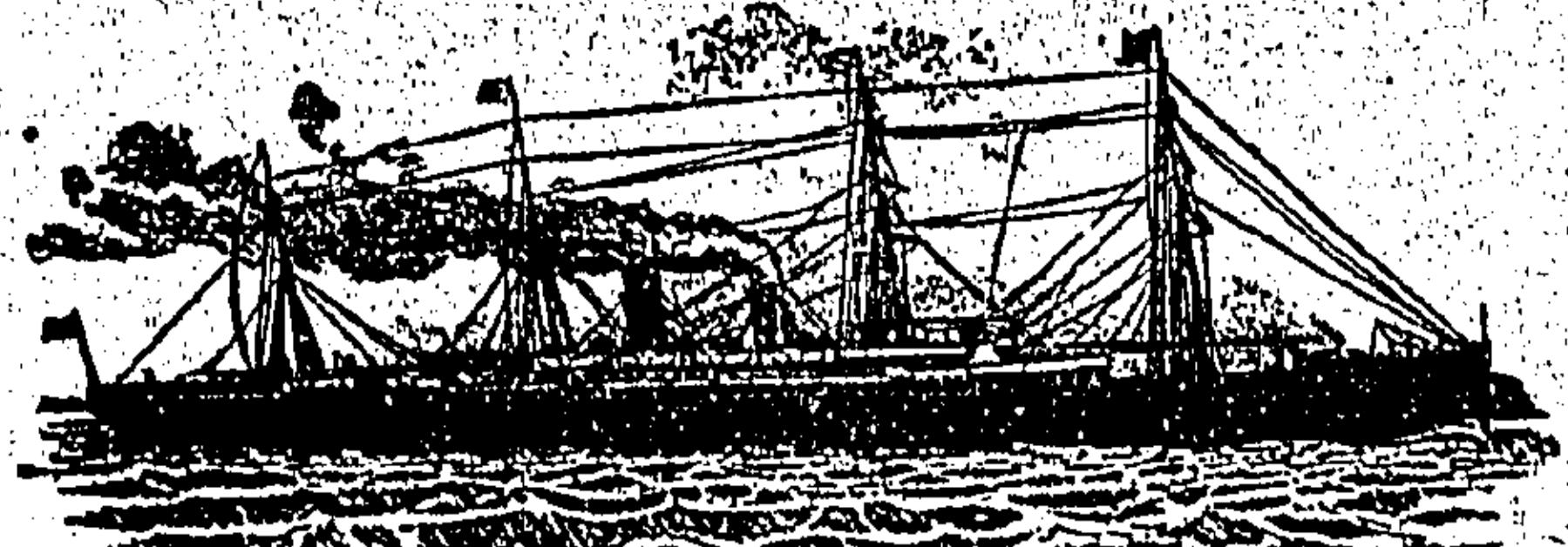
6 " 3½ "

6 " 3½ "

6 " 3½ "

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"AMERICA MARU".....	SATURDAY, 12th July, at Noon.
"CITY OF PEKING".....	SATURDAY, 19th July, at Noon.
"GAELIC".....	TUESDAY, 29th July, at Noon.
"HONGKONG MARU".....	TUESDAY, 5th August, at Noon.
"CHINA".....	THURSDAY, 14th August, at Noon.
"DORIC".....	FRIDAY, 22nd August, at Noon.

THE T. K. K. Company's Steamship "AMERICA MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 12th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing, Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

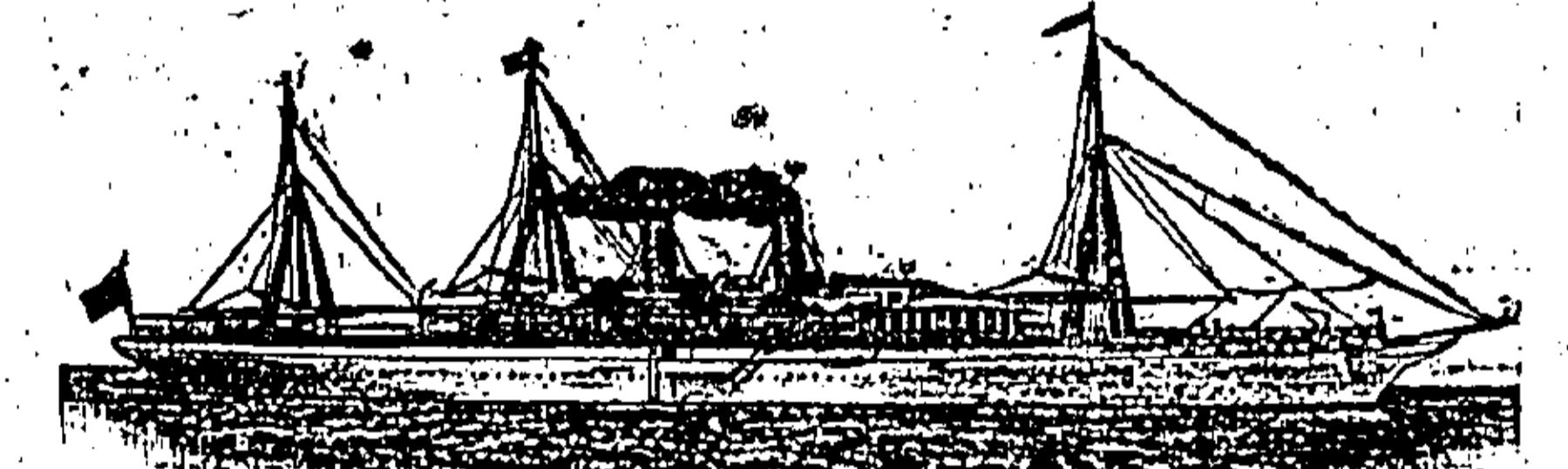
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, 3rd July, 1902.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



1902

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

R.M.S. EMPIRESS OF JAPAN...Comdr. H. Pybus, R.N.R.....WEDNESDAY, 16th July.

" ATHENIAN".....Comdr. H. Mowatt.....SATURDAY, 26th July.

" EMPIRESS OF CHINA".....Comdr. R. Archibald, R.N.R.....WEDNESDAY, 6th Aug.

" EMPIRESS OF INDIA".....Comdr. O. P. Marshall, R.N.R.....WEDNESDAY, 27th Aug.

" TARTAR".....Comdr. E. Beetham, R.N.R.....WEDNESDAY, 10th Sept.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Gold for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIOUS, OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisines are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to:

D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 26th June, 1902.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIASTISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight.
SAMBIA.....	HAVRE, BREMEN and HAMBURG (Calling at SINGAPORE and PENANG).	15th July.	Freight.
Schmidt.....	HAVRE and HAMBURG (Calling at SINGAPORE and COLOMBO).	30th July.	Freight and Passengers.
SILESIA.....	HAVRE and HAMBURG (Calling at SINGAPORE and COLOMBO).	14th Aug.	Freight.
Bahle.....	HAVRE and HAMBURG (Calling at SINGAPORE and PENANG).	20th Aug.	Freight and Passengers.
C. FERD. LAEISZ Fuchs.....	HAVRE and HAMBURG (Calling at SINGAPORE and COLOMBO).	10th Sept.	Freight and Passengers.
WURZBURG.....	HAVRE and HAMBURG (Calling at SINGAPORE and COLOMBO).		
von Blizner.....	HAVRE and HAMBURG (Calling at SINGAPORE and PENANG).		
KONIGSBERG.....	HAVRE and HAMBURG (Calling at SINGAPORE and PENANG).		

For further Particulars, apply to:

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 30th June, 1902.

Intimations.



Consignees.

"BEN" LINE OF STEAMERS

NOTICE TO CONSIGNEES

SS. "BENGLOE"

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby

informed that all Goods are being landed

at their risk into the Godowns of the Hongkong

and Kowloon Wharf and Godown Company,

limited, whence and/or from the wharves

delivery may be obtained.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods un-

delivered after the 7th July, will be subject

to rent.

All Claims against the Steamer must be pre-

sented to the Undersigned on or before the 20th

July, or they will not be recognized.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined on the 7th July, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, 30th June, 1902. [687d]

"BARBAR" LINE OF STEAMERS

NOTICE TO CONSIGNEES

SS. "HEATHBURN"

FROM NEW YORK, STRAITS AND

MANILA.

CONSIGNEES of Cargo are hereby informed

that all Goods are being landed at their

risk into the Godowns of the Hongkong

and Kowloon Wharf and Godown Company,

limited, whence and/or from the wharves

delivery may be obtained.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods un-

delivered after the 7th July, will be subject

to rent.

All Claims against the Steamer must be pre-

sented to the Undersigned on or before the 10th

July, or they will not be recognized.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined on the 7th July, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LIMITED,

Agents.

Hongkong, 30th June, 1902. [689d]

"BOA VISTA" LINE OF STEAMERS

NOTICE TO CONSIGNEES

SS. "BOA VISTA"

FROM NEW YORK, STRAITS AND

MANILA.

CONSIGNEES of Cargo are hereby informed

that all Goods are being landed at their

risk into the Godowns of the Hongkong

and Kowloon Wharf and Godown Company,

limited, whence and/or from the wharves

delivery may be obtained.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods un-

delivered after the 7th July, will be subject

to rent.

All Claims against the Steamer must be pre-

sented to the Undersigned on or before the 10th

July, or they will not be recognized.

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examined on the 7th July, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LIMITED,

Agents.

DISARMAMENT AT WEIHAIWEI.

(Continued from yesterday.)

If a new Hongkong is to be created, there ought to be something that it can feed with trade, as Hongkong is a feeder for places uncounted and easy of access. The native population can scrub along as it has always done. In this vicinity it is not to be reckoned as a trade factor, for although the Chinese compute thirty thousand as the population of the native city, it buys and sells less than a white village of many hundred. Back over the hills there are people enough, but the only way to reach them is by climbing for fifty miles, through dust in summer and mud in winter. The local civilian white population formerly never exceeded twenty persons, are here to sell rather than to buy, and with the substitution of civil for military and naval authority there will not ordinarily be more than about one hundred white men in the town. It does not appear that the Germans have any present intention of coming anywhere near Weihaiwei with a railroad, and they alone undoubtedly right to lay rails in the province. It may be doubted if even the Chinese may initiate railway or other improvement in the province without German sanction. By

THE KIAOCHOW CONVENTION, which defined German railway and mining concessions, four years ago, it was expressly provided that Germany should have first call in any and every provincial enterprise. One paragraph of the Convention stipulated that should the Chinese at any time form schemes for the development of Shantung, for the execution of which it may be necessary to obtain foreign capital, the Chinese government or whatever Chinese might be interested should, in the first instance, apply to German capitalists. The Convention also stipulated that application should be made to German manufacturers for the necessary machinery and materials, before approaching manufacturers of any other government. Should German capitalists or manufacturers decline to take up the business, and only in that event, the Chinese were to be at liberty to obtain money and machinery or materials from sources of other nationality than German.

Now did the Germans confine themselves in their Shantung undertakings to engagements with China. They thought it prudent to get an expression from England, and succeeded to the extent of an assurance from Lord Salisbury that his government recognized and would respect the convention. In military times this was commonly construed to mean that had England no thought of railway construction in the province, an assumption quite reasonable in view of the intention then supposed to be entertained of using this port merely as a

ABANDONED BY THE ENGLISH and passed over to the Germans, who might then have Shantung all to themselves. In return the Germans would obligingly get out of the Yangtze, and leave that rich stream and its tributary lands to English trade. That forecast sounded tolerably plausible when first uttered, two or three years ago, and the present shift in the status of this port might be related to it had foreign advance in China proceeded in the last two years at the pace of the preceding thirty years. By the giant strides the trade is now making, Germany has become so well entrenched in the Yangtze that it would get much the worse of the bargain if it were to quit middle China in exchange for Weihaiwei. Besides, it is not at all clear how England would be benefited if the Germans quit the Yangtze, unless they took along the Japanese, who are invading that region with all the energy and enthusiasm of a people determined to outforeign the foreigners in commercial push; and also took along the Americans, who are feeling their way there as well as in other parts of China heretofore untried.

A MILITARY AND NAVAL STATION, and never attempting to do general business here. Whether the assurance definitely committed England or not to non-interference with German railway monopoly, seems now to be doubtful, and with a view of testing the question, application has been forwarded to London for authority to proceed with negotiations for the right of way to various inland points. If favourable action may be had, the matter will naturally go to Peking and there be considered diplomatically. No one supposes that England will seek occasion to offend Germany in this province. As the one territory of direct German authority in China, Shantung will hardly become the scene of acute differences unless some government may wish to upset the Convention of 1898. German disclaimer of intention to close the province against mining concessions to other than Germans, while not easily reconciled with the clause of the Convention summarized above, would seem to bare out complaint on any state of facts yet established, whatever else may be thought of it.

Another clause in the Convention may be read with possible profit by those who wish additional aid in constructing the diplomatic disclaimer. I provide that the Chinese government shall allow German subjects to hold and develop mining property for ten miles on each side of the two lines of German railways, and along the entire length of the lines. Places where mining operations may be undertaken are designated, along both lines. The article provides that

CHINESE CAPITAL MAY BE INVESTED in the operations, and that arrangements for the work shall be made by a joint conference of Chinese and German representatives. All German subjects engaged in such work shall be properly protected and welcomed by Chinese authorities, and profits shall be fairly divided between Chinese and German shareholders, according to their respective interests. If these terms are monopolistic, they will probably be commonly read as devised to close the door in Shantung against European mining investments and yet as justifying the German government in declaring the door not closed.

The fact, as might be expected, is that German capital is in the railway alone, and no evidence has appeared that other capital will be invited or welcomed in the mines. Railway construction has now proceeded something more than one hundred miles, and the Germans are running trains inland for sixty miles or so. They expect to reach some promising coal mines in the summer, and will establish a train service to them as soon as conditions warrant it. Meanwhile, they will proceed across the province, passing far south of this point. Construction has not been hurried at any time. At the present rate, indeed, seven years will have been occupied in building about three hundred miles of line. Possibly

CAPITAL HAS NOT BEEN SPECIALLY RADED in the enterprise, in spite of the good things said and written about the country. If that is the case, inducements would require to be

GIRALUT for TABLE DELICACIES by every Mail.

C. GIRALUT for Best FRENCH BREAD, 1/2 and 1/4 Loaf.

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Intimations.



DON'T BE BLIND
TO YOUR
OWN INTERESTS

BUT FREELY USE

CARBOLACENE,

A PERFECT DISINFECTING FLUID
(NON-POISONOUS).

More powerful than pure
carbolic acid.

A sure preventive of all kinds of
contagious diseases.

Is a most powerful insecticide,
germicide and disinfectant.

SOLE AGENTS:

WATKINS,
LIMITED.

Hongkong, 18th June, 1902.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

55.50 P Cask of 375 lbs. Net ex Factory.
33.50 P Bag of 250 lbs.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 15th March, 1902.

[10]

ST. JOSEPH'S COLLEGE,
HONGKONG.

OWING to the insufficiency of accommodation in the present building and the increasing demand for admission, it has been found necessary to extend the wings of the main building and to enlarge the Chinese department by an additional story, with two wings. The estimated cost will amount to over \$15,000. To cover these expenses we appeal to the liberality of all friends of Education. The establishment has been in existence for the last 25 years and is open to all classes. Much of the clerical work of the city is carried on by its past pupils. As this is the first time we have applied for assistance we expect a generous response. The names of our most liberal benefactors will be inscribed upon marble tablets, as a lasting testimony of their generosity.

THE CHRISTIAN BROTHERS,
Hongkong, 22nd November, 1901.

Intimations.

A. S. WATSON
AND CO., LTD.

ESTABLISHED A.D. 1841.

AERATED - -
WATERS.

THE WATER used is THE PUR-
EST that can be obtained, and is
skillfully Filtered on the most scientific
principles.

THE MACHINERY employed is of
the latest design and most approved
type.

THE BEST AND MOST EXPEN-
SIVE INGREDIENTS only are used.
GUARANTEEING
ABSOLUTE
PURITY.

ENGLISH EXPERTS
Manage our Factories and their
practical knowledge and constant
supervision enables us to produce
waters of unrivaled excellence and
purity.

A. S. WATSON & CO.,
LIMITED, 8

The Hongkong Dispensary.

THE POPULAR

SCOTCH

IS

BUCHANAN'S

"Black and White,"

SOLD AT ALL CLUBS AND HOTELS.

SOLE AGENTS:

LANE, CRAWFORD & CO.,
HONGKONG.

BANJOS
STEWART AND BAUER'S
"20th Century" and "Thoroughbred"
also

"WASHBURNS."

MANDOLINES, GUITARS,
STRINGS, FITTINGS, REPAIRS.

THE ROBINSON PIANO CO., LIMITED,
Hongkong, Shanghai & Singapore.

[10]

Hongkong, 28th January, 1902.

MARRIAGE
At Manila, P. I., on June 26th, Captain Louis E. GARRARD, Jr., of Georgia, U. S. A., to GRACE BELL, eldest daughter of U. S. Consul General O. P. Williams, of Singapore, Residence Rochester, N. Y., U. S. A.

DEATHS

On the 26th of June, at the General Hospital, Shanghai, of cholera, MARCUS BRITAN, aged 42 years, chief officer a.s.s. *Wuhi*, a native of Portrush Co., Antrim, Ireland.

At the General Hospital, Shanghai, on the 29th of June, at 8.15 a.m., WILLIAM TURNER, in his 39th year. Deeply regretted.

THE WELCOME TO COLONIALS.—The message of the Duke of Connaught welcoming the Colonials has been translated into ten languages and was read on parade at Alexandria Park.

THE TAXES IN CANTON have been further increased on the grounds that the war indemnity has to be paid. They are reported to be exorbitant and have caused a considerable grumbling from an oppressed people.

MINERS STRIKE IN UNITED STATES.—Owing to strikes at American coal mines the United States Government are buying up Cardiff coal. The strikers are using dynamite in their operations. So far five miners have been killed.

SMUGGLING PERCUSSION CAPS.—The Birmingham Safe Company has been fined one hundred pounds for attempting to smuggle 100,000 percussion caps to Persia concealed between the lining of a safe. In defence they stated that the caps had been enclosed by employees without the knowledge of the directors.

THE FIRE BRIGADE.—As a result of the appeals made by the members of the local Fire Brigade for an increase of pay, the Government have finally decided to offer them in addition to the ordinary pay of \$9 per month as fireman, an extra dollar for every fire they attend. The members of the Brigade are not greatly in favour of this increase.

THE TIENTSIN CHINKIANG RAILWAY.—It is reported on what seems to be reliable authority, says the *Shanghai Times*, that the construction of the Tientsin-Chinkiang railway will shortly be commenced. The German syndicate, who obtained the concession for the work, have a corps of surveyors engaged upon the route. The Tientsin terminus will be near the south gate of the city.

THE KING'S IMPROVEMENTS.—It is estimated that it will cost at least half a million taels to reorganise the police and repair the road in Peking. Prince Su, the Commissioner submitted a memorial to the Throne suggesting the sources whence this money may be drawn. The Board of Revenue was at first ordered to advance the sum named, but owing to other calls on its resources it finds it hard to obey these instructions.

A RUMOUR.—We understand that the Chinese owned steamer *Hongkong*, trading between here and Canton has been purchased by a firm in the City of Rams. She will therefore fly a French flag in future for so doing gives her more facilities for landing and loading cargoes without any restrictions from I.M.C. Such a privilege has never been enjoyed by any other nation. Although we cannot vouch for the veracity of this statement, we give the rumour for what it is worth.

TO MEET OBLIGATIONS.—The Board of Revenue has telegraphed to all the Provincial authorities to the effect that the interest on the English and German loans will become due during the current Chinese month. Governors and other high officials in the Provinces are required to give their earliest and best attention to the matter so that the national credit may in no way suffer. Customs taiks throughout the Empire are required to take whatever action may be necessary in the matter.

FATAL BOAT ACCIDENT.—Yesterday afternoon while a pularay-boat was conveying some coolies across the harbour an accident occurred with fatal results. It appears that two of the crew were rowing when the string attached to the oar and rowlock gave way precipitating the men into the water. Although every effort was made to rescue them they were drowned. To-day one of the bodies was recovered at Praya East, the spot where the accident took place, but the other is still missing.

AN EARLY CALLER.—Shortly before five o'clock this morning a member of the light-armed infantry paid a visit to Mrs. Walling's boarding establishment in Zetland Street for the purpose of acquiring possession of that which did not belong to him. He had got a quantity of goods together, but in his haste awoke a house boy who apprised the inhabitants of the rude in truder with the result that the stillness of the morning was interrupted by the blowing of police whistles and the scamper of many feet. Whether the man was run to earth or not has not transpired.

THE GRAND SECRETARIAT.—The *Shanghai Times* says that the Grand Secretariat was at one time the Privy Council of the Empire, but many years ago it was displaced by the Grand Council, which has ever since had control of all the most important affairs of Government, while the functions of the Secretariat have become merely nominal, and of no significance whatever. Notwithstanding this decline of influence, however, to belong to the Secretariat is one of the highest honours that can fall to the lot of a native of this country, as its members bear the much-coveted title of Chung-taung. A certain prominent Censor, however, has lately recommended the abolition of this ancient department, arguing that as it has practically been supplanted by the Chung-chu (Grand Council) it has become absolutely unnecessary to the Government. It is reported that the Emperor and Empress Dowager are inclined to consider the recommendation favourably.

THE NEW TREATIES.—A native contemporary points out that the first Treaty between the United States and China was concluded during the reign of the Emperor Tao Kuang, and contained nearly thirty articles, says the *Shanghai Times*. It was revised in the sixth and sixteenth years of Kwangtung, but in spite of the efforts to bring it up to date there can be no doubt that many of its articles are inapplicable to present day requirements. The relations between China and foreign states have undergone an immense change since the date of the last revision. The United States, with a view to remedy this state of affairs, has appointed Mr. Conger, Mr. Goodnow, and Mr. Seaman as special commissioners for drafting, in conjunction with the Commissioners appointed by China, a new treaty more applicable to present day conditions than the existing one. The first conference of the Commissioners was held on Friday at the Bureau of Foreign Affairs, Building Well Road, when the clauses which in future are to govern inland navigation, mining matters, patent rights, etc., were the chief subjects discussed. The American Commissioners demanding concessions similar to those exacted by Sir James Mackay under the provisions of the new British Treaty.

THE PLAGUE RETURN (or the twenty-four hours ended at noon to-day) shows six fatal cases.

RUSSIAN TRICKS.—According to the *Universal Gazette* although the Russian General at Tientsin has done far as much as all the other Generals in imposing unpleasant conditions on the Chinese for the restoration of Tientsin, yet the Russians have just informed the Chinese Government that they have now decided not to have any more to do with the Provisional Government and will evacuate Tientsin at once. But this is really a cunning trick, for the Russians withdraw their troops to Manchuria in order to strengthen their position there, and yet they want the Chinese Government to feel grateful to them for doing this.

A NEW LINER FOR HONGKONG.

THE S.S. "NAM SANG."

The latest pattern of shipbuilding from home arrived in the Colony but a few days ago. She bears the name of *Nam Sang* and belongs to the Indo-China Steam Navigation Company, for which Messrs. Jardine Matheson & Co. are the agents. She is a screw steamer of some 4,034 tons with a carrying capacity of 6,011 tons deadweight. The London and Glasgow Shipbuilding and Engineering Company handed her over to the Indo-China Company at the end of March, and on her trial trip she averaged 13.95 knots. This however, I greatly under-estimates the speed which is expected to be got out of her as at the time of trial the vessel was light and the screw only half immersed. She is built of steel, and measures 370 ft. by over 47 ft. extreme breadth, and is fitted with all the latest appliances. Her cargo working gear deserves special praise. It consists of four newest pattern jib cranes, guaranteed to lift three tons, four winches, and an abundance of derricks. The cranes and winches were made by Messrs. Clark, Chapman and Company. Her saloon is prettily fitted up with bird's-eye maple panels and the lower-work is of mahogany. Accommodation is provided for 16 first-class passengers in airy cabins opening out on to the hurricane deck. Provision is also made for 20 first class Chinese, on the spar deck amidships, which is constructed with port and starboard alleys, connecting the forward and after well decks. There is also accommodation under the poop for about 50 second class deck passengers. The main deck, under hatches, is spacious, electrically lit and provided with the usual round po'sts letting in an abundance of light and air. The engines are triple expansion, of 400 nominal horse power, and the three main boilers are of Mafuett type. She is also provided with Howdene forced draught, blue Dighton's furnaces, and a double wire system dynamo. She is commanded by Captain George Payne, who has been many years on the China coast, and is well known and very popular in Hongkong. He may well be proud of his ship, to which he was specially appointed, and we hope and expect that he will beat past records and raise the speed average between Hongkong and Calcutta.

INDEPENDENCE DAY.

LOCAL CELEBRATIONS.

To-day is Independence Day, and as such is being celebrated by the United States community in "real good" style. The national flag is to be seen hanging out of windows and on pularay in various parts of the city. Mr. Rublee, the United States' Consul, and Mrs. Rublee, Mr. J. W. Bolles, of the Standard Oil Company, and Dr. Noble, held receptions during the day. Captain Gilmore of the U.S.S. *Monadnock* is keeping an open ship. Americans have all day been in great evidence in the Colony and many are to be seen wearing hats and handkerchiefs of stars and stripes, or eagle buttonholes. One crowd of "Yanks" walked through the streets singing and carrying a large American flag, while others discharged cracklers in different parts of the Colony and even in the dining room of the Hongkong Hotel. The small community have been trying to convey to us an idea of how they do it in the States, where every doorpost is decorated with flags, and every citizen is proud of the event. Besides the *Monadnock*, the British warships in port all display bunting while not a few "wind-jammers" looked spruce for the occasion. All warships have a noon gun to congratulate our Western Cousins on the greatest event in their history—the day when a Colony cut from its "mother's apron strings" and declared itself under the "Stars and Stripes."

NOTES FROM KWANGSI.

A SEVERE VISITATION OF PLAGUE.

Lung Chow, a town on the side of Kwangsi province bordering on Indo-China has been visited by a very severe epidemic of plague. The death-rate is reported to be enormous, but statistics are not to hand. The Lung Chow townfolk have come to regard this year, the 28th year of Kwangsi, as so unlucky that on the 1st of the 6th moon (June 6th) they altered their calendar and made the 1st of the 1st moon in the 20th year of Kwangsi. Another report says that in the town of Lung Chow, on the 10th of June the weather suddenly changed and became unbearably hot, registering 103° degrees in the shade. No wonder the people wanted a change in the calendar.

COTTAM & CO. FOR GENTS' BATHING GEAR.

COTTAM & CO. FOR SUN HATS.

COTTAM & CO. FOR PANAMA HATS.

COTTAM & CO. FOR WASHING BOW TIES.

TELEGRAMS.

(REUTER'S)

THE KING'S PROGRESS.

London, July 4.
The bulletin issued at ten this morning says that His Majesty has passed another excellent night, and that he is making steady progress in all respects. The wound is much less troublesome.

LATER.

SOUTH AFRICA.

THE RETURN OF TROOPS.

Of 202,000 British troops in South Africa at the conclusion of hostilities, 70,000 are due to be brought home. To convey these troops, 30 transports providing accommodation for 40,000 men will shortly be engaged, and in addition 2,500 men will be conveyed weekly as passengers in the ordinary liners.

THE NEW DUTCH CABLE.

The First Dutch Chamber has adopted the bill ratifying the Dutch-German Cable Convention.

THE NEW DUTCH STEAMSHIP SERVICE.

The First Dutch Chamber has also adopted the bill subsidizing a steamship service between Java, China, and Japan.

AN ANGLO-FRENCH MINING CONCESSION.

An Anglo-French Syndicate has secured a Mining Concession in Yunnan covering a period of sixty years, and comprising eighty-five mines.

THE KING'S PROGRESS.

This evening's bulletin says that the same steady progress in His Majesty's condition is maintained.

The local pain is less, and the days are passed in greater comfort. The wound is beginning to heal.

(Shanghai Mercury.)

The Interport Sports at Kobe.

Kobe, June 28th.
The fours was won by Kobe, Yokohama second, Shanghai third.

The Pairs.

Kobe won the Pairs, Shanghai second, Yokohama was scratched.

Double Sculls.

In the first heat Shanghai defeated Kobe. In the final heat Shanghai defeated Yokohama.

Single Sculls.

In the single scull race Shanghai defeated Kobe easily. Yokohama did not race.

Bowls and Tennis.

In the contest at bowls, and the double and single tennis matches, Shanghai defeated Kobe.

Pingpong.

The ping-pong match was not finished.

America and the Vatican.

London, June 29th.
The negotiations between the United States Government and the Vatican on Ecclesiastical Affairs in the Philippines are not proceeding satisfactorily. The Vatican's demands are regarded as impossible.

The Consuls And The Council.

JURISDICTION QUESTION SETTLED.
PEKING, June 24th.

The Diplomatic Body have practically agreed to the proposals made by the Shanghai Consuls with reference to the jurisdiction of the International and French Mixed Courts, and the decision will probably be wired to you by the time you get this.

1.—That all civil cases be tried in the Mixed Court of the Settlement in which the residence of the defendant is situated.

2.—That Police and Municipal offenders be tried in the Mixed Court of the Settlement in which the offence is committed.

3.—That civil and criminal cases in which foreigners are concerned will be tried in the International Mixed Court in those cases in which the foreigners concerned are other than French, and in the French Mixed Court when the foreigners concerned are French, irrespective of the place of residence of the Chinese concerned. The warrants of either Mixed Court will be executed in the other settlement after being vised, in the case of French warrants in the International Settlement, by the Senior Consul, and in the case of International warrants in the French Concession by the French Consul-General. No preliminary hearing will be held in either Mixed Court of extradition cases to the other Mixed Court.

THE TELEGRAM.

The proposals regarding powers of the French and International Mixed Court have now been approved by the Diplomatic Corps at Peking. The Taotai of Shanghai having agreed to the proposals the matter has now been declared officially authorised and the Municipal Council was to be notified of the fact to-day—German Telegram.

(Mercury-Timer.)

The Illness of the King.

THE ASPECT OF THE STREETS.

THE NAVAL REVIEW.

London, June 29th.
A hopeful feeling is taking the place of the prevailing despondency with regard to His Majesty King Edward's condition. The street decorations have mostly been removed, but the

illumination devices have been allowed to stand evidently in the expectation of celebrating his Majesty's recovery. The Naval Review may possibly be held next week although most of the Foreign warships which should have participated in it have gone. Ideal summer weather prevails.

Anxiety in Shipping Circles.

London, 28th June.
Great anxiety is felt in shipping circles regarding the re-transportation of the large foreign element in London to their respective homelands. The fact that the majority travelled on round-trip tickets places the steamship companies in a rather awkward position, especially as a great majority of the visitors are people of moderate means, and can ill afford the stay enforced upon them by the unfortunate illness of His Majesty King Edward.

The Settlement of the New Colonies.

London, June 29th.
A Bloemfontein telegram states that settlers are taking up land in the new South African Colonies. Government hopes to create a great agricultural industry in the Orange River Colony.

(North China Daily News.)

The Bank of Japan.

TOKIO, 28th June.
The Bank of Japan has reduced the rate of interest from 8 to 7.5/16 per cent. The Bank's gold reserve shows sixteen million yen more than for the corresponding period of last year.

A Dread Visitor.

Cholera has appeared in Tokio.
(Der Ostasiatische Lloyd.)

The Triple Alliance.

BERLIN, 28th June.
The Triple Alliance convention has been signed in unchanged form at Berlin by von Bülow, Szegevity and Lanza.

French and International Mixed Courts.

The proposals regarding the powers of the French and International Mixed Courts have now been approved by the Diplomatic Corps at Peking. The Taotai of Shanghai having agreed to the proposals the matter has now been declared officially authorised, and the Municipal Council was to be notified of the fact to-day.

(Echo de Chine.)

Indo-China.

M. Doumergue has made a comprehensive statement of the administrative, financial, and economical situation of Indo-China. The next Cabinet meeting will occupy itself with the choice of a new governor for Indo-China.

Humbert-Crawford Affair.

At the end of an interpellation in the Chamber of Députés with regard to the Humbert affair, a vote of confidence was passed by 393 votes against 74 that the Government will proceed energetically against all guilty persons and will allow the matter to take its proper judicial course.

IN THE DOCK.

AT THE MAGISTRACY.
July 4th.

ABSENT FROM THE HOUSE OF DEPUTIES.

Allan Gardner, a vagrant, was sent to prison for fourteen days' hard labour. It appears that permission was granted him by the Gaol authorities to go and look for a job, but instead of returning in the afternoon he abused the privilege and stayed out altogether.

* * *

DANGEROUS GOODS.

Fifty dollars or two months, was the sentence passed by Mr. Hazelton upon a farmer of Shaukiwan, for having in his possession 30 dynamite cartridges without a label attached thereto, marked with the word "Dangerous."

* * *

TIRED OF LIFE.

A Chinese lad, of 19 summers, was bound over in the sum of one hundred mexicans to come up for sentence when called upon for attempting to commit suicide at Kowloon on the Coronation Day. Mr. Hazelton recommended him to see the Protector of Chinese, who would give him a job.

* * *

THEFT OF A CHAIN.

A mafou of Kennedy's Repository at Causeway Bay was charged by a European Assistant with stealing a silver chain about five or six months ago. The defendant said he picked up a pawn ticket and enquired whose property it was. Another mafou said it was his, and told him if he wished to redeem it he could do so. He went to a shop in Irving Street and redeemed the chain and had worn it ever since. Mr. Hazelton dismissed the case, but called the pawn-broker forward and reprimanded him for giving the police a lot of trouble in denying at first that the chain was not pawned at his shop and then saying it was. He must be more careful in future.

* * *

DISOBEDIENT BOATSWAIN.

James Owen, boatswain of the sailing ship *Dynamene* was charged by Capt. Snoddon with refusing to obey his lawful orders on board on the 3rd inst. in the Victoria Harbour. Mr. Hazelton enquired when the ship was leaving. The prosecutor replied in nine days' time, and said he did not press the charge, and was willing to take the man back if he would keep away from liquor. His Worship said he would send the defendant to gaol for seven days for being disobedient, and if he deserted the ship when he left prison the Captain could prosecute him again.

* * *

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ASSAULTING A RICKSHA DRIVER.

Thos. Black, P.C. of the Naval Yard, was charged by a ricksha-coolie with assaulting him on the 3rd inst. at the Clock Tower. The prosecutor said he was requested by the constable to drive him from Gough Street steps to the Hongkong Hotel. When the journey was completed defendant requested him to go to Blue Buildings, and at the same time struck him on the head with a stick causing it to bleed. He called a constable and gave the man in charge, Mr. Kemp, his \$7 or 14 days, and \$1 compensation.

THE LICENSING OF PILOTS AT HONGKONG.

The Secretary of the Hongkong Chamber of Commerce forwards us the following letter which he has received:—

Hongkong, 10th June, 1902.

Sir,—As requested by the Committee of the General Chamber of Commerce we have considered the question of licensing the pilots at this port and in this connection have had before us the following letters:—

Hongkong and Kowloon Wharf Co. to Chamber of Commerce dated 2nd May.

Chamber of Commerce to the Honble. The Colonial Secretary dated 9th May.

The Honble. The Colonial Secretary to Chamber of Commerce dated 15th May.

We now beg to place before the Committee our views on this subject.

2. A considerable demand exists and has existed for years for pilots at this port, more particularly for the purpose of berthing steamers at the wharves of the Hongkong and Kowloon Wharf and Godown Co.

3. Up to the present this work has been carried on by Chinese who in the past were all or nearly all well known men possessed of the requisite knowledge and capable of handling the class of vessels then visiting the port.

4. While all vessels do not make use of Chinese pilots, many Commanders find it an advantage to have a man on board with local knowledge as to the state of the tides, currents and the position of the various ships in harbour.

5. With the increasing number and size of the vessels now visiting Hongkong there is a corresponding increase in the need for a sufficient number of qualified men to act as Pilots.

6. The older class of Chinese pilots are through progression of time disappearing and their place is being taken by men not possessing the requisite knowledge for the work now demanded of them.

7. A few of the Shipping Companies are able to employ suitable men; but many Commanders are obliged on arrival at the entrance of harbour to take the first man who boards his ship without having any means of knowing whether he is capable of handling the vessel properly.

8. The risk of loss of life and property which may result from the improper handling of a vessel is too well understood to require discussion. We are strongly of the opinion which has already been expressed by the General Committee of the Chamber of Commerce that the time has now arrived when the pilots in this port should be put under proper Government Control as has already been done in the case of Masters and Engineers of steam launches.

9. We do not propose that pilotage should be compulsory but our suggestion is that no one, native or foreigner, should be allowed to act as a pilot inside Hongkong waters for any vessel (other than native sailing craft) unless he holds a certificate of competency from the Harbour Master.

10. The certificate to be issued yearly, to bear the photograph of the holder, with other necessary information. The certificate to be produced when asked for on board a vessel.

11. We would suggest that the fee for certificate should be a nominal one, say \$20 for first certificate and \$5 for annual renewal.

12. No limit to be placed on the number of licences issued. The question of limiting licences and forming the pilots into a regular associated body can be considered at a later day if found desirable.

13. As Master of vessels visiting this port we would like to have him many of his old military officers, and one of these has recently sent his wife and family to his father-in-law with a request that he will care for them as he himself will be unable to return home for two or three years. While this is going on there in Peking the son of Prince Tuan has been secretly appointed Deputy Lieut.-General of the Peking forces. No. E. list has appeared to the Government stores of ammunition. In this place he is accumulating vast stores of grain and other provisions, all of which is known to the Chinese Government, and in no way questioned or objected to by them. Tung has gathered round him many of his old military officers, and one of these has recently sent his wife and family to his father-in-law with a request that he will care for them as he himself will be unable to return home for two or three years. 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MANAGER

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